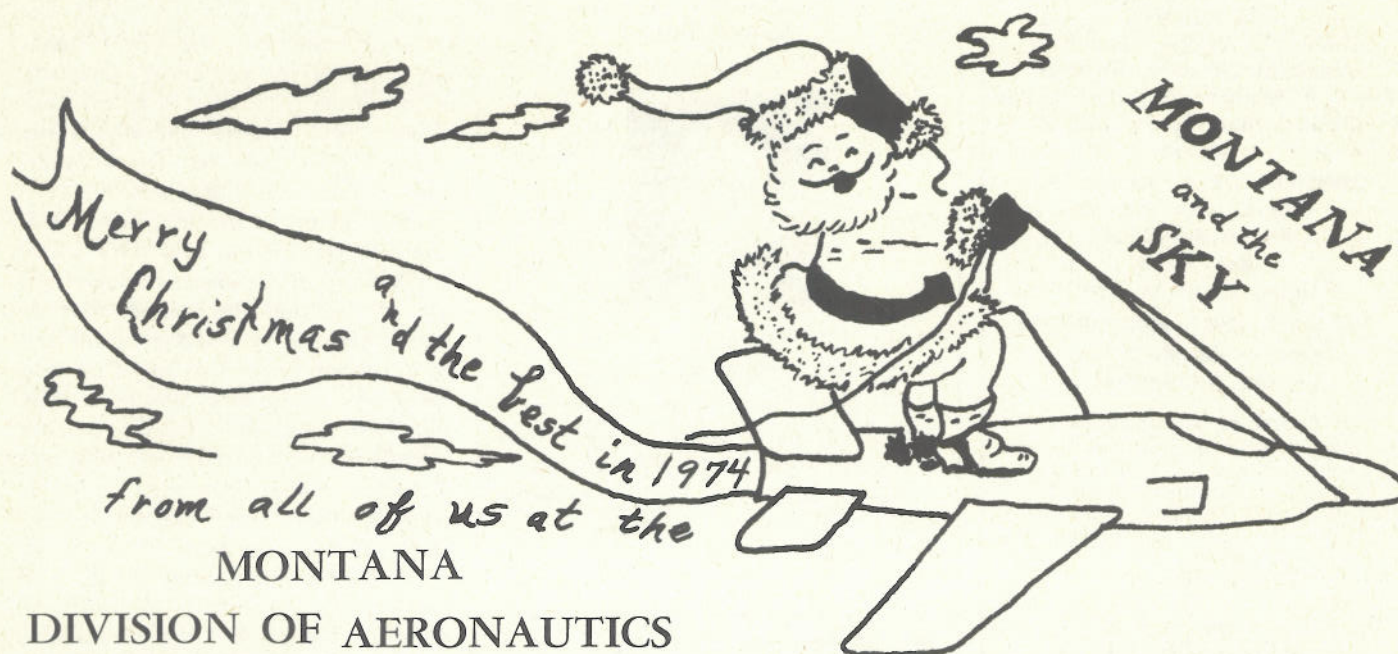




Vol. 24 — No. 9

December, 1973

ELT DEADLINE

In a recent press release from the Federal Aviation Administration civil aircraft operators were reminded of the December 30 deadline for carrying an emergency locator transmitter (ELT) as a search and rescue aid.

The ELT requirement applies to most of the approximately 135,000 aircraft in the general aviation (non-airline) fleet as well as those aircraft operated by supplemental air carriers, air taxis, commercial operators, and air travel clubs. Also affected are charter flights operated by U. S. domestic and flag air carriers but not their scheduled flights. (Under FAA rules, U. S. scheduled flights must carry a survival-type ELT attached to a life raft when operating more than 50 miles from shore.)

All aircraft in these categories must have a working ELT to operate after December 30.

Aircraft exempt from the ELT requirement include foreign planes, military aircraft, rotorcraft, agricultural airplanes, training flights conducted within 20 miles of the home base, and all turbojet airplanes regardless of type of operation.

Public Law 91-596, enacted December 29, 1970, established the ELT requirement and specified the classes of aircraft that must carry the equipment. FAA regulations implementing the requirement were issued September 21, 1971. Since the ELT requirement was established by Act of Congress, FAA lacks authority to grant exceptions. Such relief can be provided only by another Act of Congress.

ELT's are designed to transmit a distinctive distress signal to alert listeners to an emergency situation. Coast Guard and Air Force search and rescue airplanes can easily home in on the signal once it's picked up. FAA flight inspection aircraft in addition, routinely monitor emergency frequencies during their enroute flight checks of navigational facilities.

TO AIRPORT MANAGERS

The following notification was received from Robie B. Strickland, Chief, Airports District Office, Federal Aviation Administration, Helena, addressed to Airport Managers.

"A recent aircraft accident oc-

curred when an aircraft landed on an unsuitable runway and suffered major damage. We wish to bring to the attention of all airport managers the accident potential that exists when runways under construction or repair are not properly marked or are not covered by the issuance of a NOTAM.

"It is imperative in the interest of flying safety as well as in the interest of the airport management to make certain that proper runway marking and NOTAM procedures are followed.

"In order to assist you in carrying out an effective program, we have enclosed instructions for supplying NOTAM information to the FAA facilities responsible and for properly marking runways that are closed.

"If you have any questions, please feel free to contact the nearest FAA General Aviation District Office, Airports District Office or Flight Service Station."

Following are the **Instructions for Supplying NOTAM Information:** Airport Management is responsible for

(Continued on Page 7)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Frank McChesney, Director
Martin T. Mangan, Deputy Director
Official Monthly Publication
of the

DIVISION OF AERONAUTICS

City/County Airport
Phone 449-2506

Box 1698

Helena, Montana 59601

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Worthie M. Rauscher,
Deputy Administrator

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Edited by: Bernice M. Peacock



**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	Jan.	Feb.	Mar.
Bozeman	—	20	—
Culbertson	—	6	—
Glasgow	9	—	6
Glendive	24	—	21
Great Falls	9	6	6
Kalispell	23	—	20
Lewistown	—	20	—
Miles City	23	—	20
Missoula	16	13	13
Sidney	—	7	—

NOTE: One or more inspectors will be at the above-listed airports on the date(s) specified for the purpose of practical examinations, flight tests and aircraft inspections. Appointments for these services should be requested a week in advance to allow for scheduling of inspectors. Written examination services may be provided at itineraries and other locations if prior arrangements are made with the General Aviation District Office.

Flight Tests—Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight tests.

*Administrator's
Column*



Governor Tom Judge has taken an important step to protect the people of Montana in the present fuel emergency. He has appointed a committee of prominent persons in Montana to make recommendations to him and to the fuel allocations officer, Col. C. L. Gilbertson. Both air carrier and general aviation are represented on this committee. If any of you have a problem with fuel, please get in touch with the Aeronautics Division who will refer your request to the members of the committee representing aviation. These people are: Bruce Vanica of Northwest Airlines, Billings; Bob Vernon of Western Airlines, Great Falls; and Bill Hunt, Administrator of the Aeronautics Division. Working with the committee are Al Newby and Frank Wolcott who attended the Governor's first meeting. The committee will certainly look for advice and suggestions from anyone and hopefully we will hear from each of you as we have suggested with any ideas that may help.

Aviation differs somewhat from other industries in that the allocation will be from the White House rather than from the committee here in Montana for emergency purposes but the Governor and others have assured us that the committee will support any requests that any segment of aviation may have regarding fuel.

The prompt action of the Governor in establishing this committee is the first step in meeting a very serious crisis and everyone must do their part to make certain that the Governor's plan is a success.

**CONSERVE FUEL AOPA
RECOMMENDATIONS**

The Aircraft Owners & Pilots Association states that the ever-increasing demand for petroleum products is contributing to what may become a very real energy shortage. This energy crisis calls for conservation and cooperation, not panic.

They go on to say that not everyone will get all the fuel they want; but with cooperation, everyone can get all the fuel they need. Part of the solution is to make efficient use of available fuels. This takes on two meanings in general aviation, they say. First, a general aviation airplane frequently is the most efficient vehicle for a specific trip or purpose. Second, there are energy saving steps in the operation of such aircraft. By understanding these, and making the necessary adjustments, general aviation will not only assure its own fuel needs but also make significant contributions to total energy conservation.

AOPA offers a free booklet which tells how you can conserve fuel in your flying—and the important reasons why fuel priorities must include general aviation. Write or call AOPA at the Air Rights Building, 7315 Wisconsin Avenue, Washington, D. C. 20014. Their phone number is (301) 654-0500. Some of their recommendations are listed below:

WHAT YOU CAN DO:

1. Use economy cruise power settings
2. Use proper leaning procedures
3. Reduce ground operation time
4. Keep the airplane clean
5. Correct improper rigging
6. Fly direct courses
7. File IFR only when necessary because of bad weather
8. Use intersection takeoffs at big airports
9. Avoid pattern go-arounds by using correct spacing
10. Navigate accurately
11. Consider alternate transportation
12. Use plane pools as you would car pools.

(Continued on Page 5)

1973 ANNUAL AVIATION MECHANIC SAFETY AWARDS PROGRAM

By: Richard F. Brodowy
General Aviation Maintenance Inspector

The Federal Aviation Agency established the Aviation Mechanic Safety Awards Program in 1963 and major segments of the aviation industry have continually given their cooperative support. This program is established as an annual event.

The Annual Aviation Mechanic Safety Awards give recognition to THE AVIATION MECHANICS MAKING THE OUTSTANDING CONTRIBUTIONS TO AIR SAFETY BY MAINTENANCE PRACTICES. This national effort enables the public to recognize the importance of the mechanic to aviation safety. It also serves to focus the aviation mechanic's attention on the vital safety role he plays in the practice of aviation maintenance. There are fifty awards made on a state level, one in each of the United States for the general aviation winner. State general aviation mechanic winners become competitively eligible for FAA regional general aviation awards. Twenty-four regional awards are made consisting of one air carrier and one general aviation award in each of the 12 FAA regions. Two national awards are made—one air carrier and one general aviation. The national award winners are selected from the regional winners.

The State Award is an FAA certificate inscribed with the Department of Transportation seal and citation, signed by the FAA Administrator, and permanently mounted. The Regional Award is a metal plaque engraved with the agency seal and citation, signed by the FAA Administrator and appropriate Regional Director, and permanently mounted. The National Award is a cast medalion, created for the agency, and mounted in a presentation and exhibition frame.

Each year aviation industry organizations have contributed additional awards for the general aviation and air carrier national winners. All win-

ners will be offered a resident or correspondence type (home study) maintenance training course of their choice, originating at the FAA Academy in Oklahoma City free of tuition charge. The winner will be permitted to make his selection from a training course list available at each local FAA office.

Award Guidelines for the selection of winners have been established as follows:

- a. "For the suggestion of a design or 'improvement' to an aircraft powerplant or any of its components that led to or resulted in increased reliability and/or safety in aviation."
- b. "For the suggestion or development of a maintenance and/or inspection procedure that contributed significantly to safety in aviation."
- c. "For the consistent demonstration of a high level of professionalism and excellence in the performance of his duties as an aviation mechanic that led to or resulted in increased reliability and/or safety in aviation."

Eligible aviation mechanics may submit their own entry forms. In addition, supervisors or other knowledgeable personnel may submit an entry form for an eligible aviation mechanic. Entries should be made on FAA Form 1210-1, Entry Form—Aviation Mechanic Award, (see Appendix 1, page 1), and submitted to the FAA district office having jurisdiction over the geographic area in which the mechanic is employed.

Aviation mechanics actively engaged or employed by aircraft, powerplant, or accessory manufacturers as mechanics performing "flightline" aviation mechanic duties are eligible. Repairmen, authorized inspectors (AI's), designated mechanic examiners, and parachute riggers are eligible. Avionics/electrical mechanics and technicians are eligible.

The entry forms must be submitted to the General Aviation District Office at Helena or Billings by 31 December 1973.

NEW AIRWORTHINESS STANDARDS ANNOUNCED FOR SMALL PLANES

Small airplanes will have to meet new airworthiness standards for type certification under revised rules adopted by the Federal Aviation Administration of the Department of Transportation. The new requirements are effective December 20, and will apply to small airplanes (12,500 lbs. or less) applying for type certification after that date.

Almost 200 changes in airworthiness certification requirements are contained in the new rules. They affect areas of flight characteristics, structure, design and construction, powerplants, equipment, and operating limitations.

More specifically, these changes cover controllability and maneuverability, trim and stability, horizontal and vertical tail surfaces, ground loads, fatigue evaluation, control systems, personnel and cargo accommodations, pressurization, fire protection, fuel systems, instrumentation, electrical and hydraulic systems, and equipment installation requirements.

The new standards result from an extensive FAA study of world-wide experience with small planes certified on the basis of the old standards, which had been in effect for many years. The new standards also take into account state-of-the-art improvements in modern aircraft. Finally, they are based on evaluation of comments in response to FAA's notice of proposed rule making (Notice 71-13) dated April 27, 1971.

The new type certification rules will help eliminate significant differences between the U.S. and other countries with respect to airworthiness requirements that must be met for import-export approval and thus reduce the number of special requirements that were imposed in the certification process by the countries involved.

For further information, write Irv Ripps, Department of Transportation, Federal Aviation Administration, Washington, O. C. 20590, Distr. WRMNC-2, FAT-7, FIA-0, minimum, ZPA-403.

ICING

By: H. W. Demmerly
Accident Prevention Specialist
General Aviation District 5

Icing is a major weather problem in aviation. It is difficult to forecast because, under what appears to be identical situations, the icing intensity can vary considerably.

There are two fundamental requirements for ice formation on aircraft. First, the aircraft must be flying through visible water in the form of rain or cloud droplets and second, when the liquid droplets strike, their temperature or the temperature of the aircraft surface must be 32°F. or below. The heaviest icing usually occurs in the range of 15° to 32°F.

When ice forms on an aircraft, it can affect the flight characteristics in several ways. First, lift is decreased due to the change in airfoil shape when ice accumulates on the leading edges. The aircraft will stall at speeds well above the normal stalling speed. Second, the drag is increased because of rough ice formation back of the leading edges and on protuberances such as antennas. Third, propeller efficiency is decreased. Uneven ice deposits on the blades cause vibration and blade distortion which results in loss of effective power. Under icing conditions, all effective power may be needed. Fourth, the weight of the aircraft increases as ice accumulates. The importance of icing is increased by the fact that the effects of icing are cumulative.

Here are a few general rules concerning the conditions under which icing may be expected:

- a. Icing can occur at any time flight is conducted through liquid water clouds when the temperature is near or below freezing.
- b. Icing is almost certain when flying in rain or wet snow when the temperature is near freezing or lower.
- c. Over mountainous terrain, the heaviest icing will be found in the clouds at altitudes within 5,000 feet of the tops of ridges.

- d. Heavy glaze or rime should be expected in the tops of cumulus clouds when the temperature is near or below freezing at that level.

Good operating practices for flying in icing weather if you **must** fly are as follows:

- a. Plan your flight so as to be in the region of possible icing for the shortest time.
- b. Exercise caution when flying through rain or wet snow when the temperatures at your flight levels are near freezing.
- c. When flying into clouds above the crests of ridges or mountains, maintain a clearance of at least 4,000 or 5,000 feet above the ridges if the temperature in the cloud is below freezing. Icing is more probable over the crest of ridges than over the adjacent valleys.
- d. Watch for ice when flying through cumulus clouds when the temperature at your flight level is near freezing.
- e. When ice has formed on the aircraft, avoid maneuvers that will increase the wing loading.
- f. Remember that fuel consumption is greater when flying under icing conditions due to increased drag and the additional power required.
- g. Consult the latest weather forecasts for expected icing conditions.

Today is yesterday's reward for safety.

COMMON SENSE APPROACH TO IMPROVED MAINTENANCE

By: H. Earl Morgan, Chief,
Maintenance Unit
General Aviation District Office 5

With the rumored fuel shortage now very much a reality, the possibility exists that occasionally various grades of aviation fuel may be unavailable or even non-existent at some airports.

If you should experience this problem and find yourself considering short cuts or alternates to alleviate your dilemma, stop and consider the two most prominent problems:

1. Automotive Fuels—

Automotive gasoline has a much higher vapor pressure. In high temperatures and/or altitudes, it may form bubbles in the fuel lines, preventing fuel flow. In simple terms, this means vapor lock and engine failure.

Another misleading feature in the use of automotive fuels in aircraft engines is the octane rating. One hundred octane automotive fuel is **not** the same as 100 octane aviation fuel. Octane ratings express a fuel's anti-knock qualities but the octane numbers advertised for automotive fuels are not valid for aviation use because different methods are used to rate aviation fuels. Thus, automotive gasoline could cause pre-ignition and detonation and result in massive internal failure of the engine.

Both aviation fuels and automotive fuels contain anti-knock additives but the anti-knock additives used in automotive fuels are chemically different from those designed for aviation use and can cause corrosion and valve failure. At the same time, lead-free automotive fuels are still not approved for aircraft engines because they lack, among other things, the valve seat lubricating qualities of leaded aircraft fuels.

Automotive fuels may also form gum deposits because they are chemically less stable. Automotive engines are built with limits and clearances to accommodate this but aircraft engines are not.

Automotive gasoline also has a lesser storage stability and as most aircraft are not operated as regularly as automobiles, automotive fuel left in tanks for some time may suffer loss of octane rating and develop gum after evaporation.

2. Use of Alternate Grades of Aviation Gasoline—

If the required fuel is not available and the engine **must** be operated, the next **higher**, rather than

lower grade fuel should be used. However, in all cases, the engine manufacturer's recommendation should be followed.

The new "reduces lead" 100/300 avgas is still of a **higher lead** content than the 80/87, though lower than the original 100/300. The increased amount of lead will create more deposits in the combustion chamber and could lead to various maintenance difficulties. Its effect may vary from negligible to critical, depending on vintage of the engine.

Some manufacturers permit the unrestricted use of the new "low lead" 100/300 grade in engines approved for 80/87. Others allow its use 25% of the time. Whenever running with higher leaded fuel than recommended, keep fuel flow on the rich side of normal lean to counteract the effects of increased combustion chamber deposits.

If the fuel you use is not compatible with your original engine handbook specifications, you may have to take your problem to your maintenance facility. Necessary steps may include more frequent inspections (plugs, compression); increased maintenance (oil changes, top overhaul); approved engine modifications or combinations of the above.

Aircraft engines were not designed to run on substitute fuels. If you have a problem, get expert help.

The careless substitution of fuels is outright dangerous and could result in cancellation of your insurance, warranty and, most important, you could fall out of the sky and hurt yourself.

AIRLINE FLIGHT ATTENDANT CAREER GUIDE

With assistance from Mr. Tom Moran, Counselor at Malta, Montana, the Airline Pilots Association and the Montana Division of Aeronautics, the Office of the Superintendent of Public Instruction has developed an Airline Flight Attendant Career Guide. The guide includes a history of stewardess service, the nature of the work, employment outlook and the employment require-

ments of 26 airlines. Because no other work of this nature exists nationally, the Federal Aviation Administration has decided to duplicate this guide for nationwide distribution. Copies are currently being made available to counselors in Montana. Additional copies of this publication may be obtained by writing to the Office of the Superintendent of Public Instruction, Helena 59601, or to the Division of Aeronautics, Department of Intergovernmental Relations, P. O. Box 1698, Helena. Bulk quantities may be requested from the Special Assistant for Aviation Education, Office of General Aviation, FAA, Washington, D. C. 20591.

ALL PILOTS PLEASE TAKE NOTE — DATES TO REMEMBER

November 1, 1973—General effective date for Part 61 (Revised). All provisions not bearing other effective dates go into effect at this time.

November 1, 1973 — New rules governing student pilots go into effect.

November 1, 1973 to November 1, 1974—Between these dates applicants for certificates or rating may meet either requirements for present Part 61 or Part 61 (Revised).

November 1, 1974—Biennial flight review must have been completed by all persons before they may act as pilot-in-command.

November 1, 1974 — After this date applicants for new certificate or rating must meet the requirements of Part 61 (Revised).

November 1, 1975—Flight instructors must have old ratings exchanged for new certificates and ratings before this date.

NOTE: FAA Advisory Circular 61-65, "Part 61 (Revised) Certification: Pilot and Flight Instructors" is available free from DOT/FAA Distribution Unit, TAD 484.3, Washington, D. C. 20591.



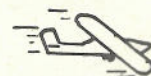
(Continued from Page 2)

WHAT AOPA IS DOING:

AOPA says they are urging the Federal Aviation Administration to:

1. ESTABLISH HIGH SPEED SAFETY CORRIDORS to expedite the flow of jet powered aircraft to and from high altitudes where jets consume considerably less fuel, and to temporarily abolish Terminal Control Areas.
2. TEMPORARILY POSTPONE THE BIENNIAL FLIGHT REVIEW as required in the newly effective Part 61 of the Federal Aviation Regulations until the fuel shortage can be eased.
3. AUTHORIZE AND PROMOTE THE USE OF PARALLEL RUNWAYS at busy airports to speed the movement of traffic and reduce ground delays which consume unnecessary quantities of fuel.
4. OPEN RESTRICTED AREAS TO FLIGHT during periods when military operations are not in progress. Detours around such areas require increased travel time and the consumption of additional fuel.

CALENDAR OF AVIATION EVENTS



CALENDAR

December 25, 1973—Merry Christmas everybody.

January 11-12, 1974 — Golden Sentinel Safety Seminar, Salt Lake City, Utah.

January 13-16, 1974—Helicopter Association of America Annual Meeting, Convention and Industrial Showcase, San Diego, California.

January 18-20, 1974 — National Pilots Association, Dallas/Fort Worth Holiday Convention, Arlington, Tex.

January 25-26, 1974 — Golden Sentinel Safety Seminar, Billings.

March 4-8, 1974—Flight Instructor Refresher Course, location to be determined later.



HERE ARE SOME MORE
OLD PLANES.
Can you identify them?



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Keith Engle—McLeón, Alberta, Can.
Kenneth Enghusen—Conrad
Stephen Roth—Big Sandy

PRIVATE

John Zawada—Billings
Michael Krieger—Billings
Peter Stenier—Banff, Alberta, Can.
Lawrence Heninger—Calgary,
Alberta, Canada
Daniel Heninger—Calgary, Alberta,
Canada
James Adamson—Shaunanno,
Saskatchewan, Canada
Edwin Boshoff—Moose Jaw,
Saskatchewan, Canada
Jan Mellegers—Moose Jaw,
Saskatchewan, Canada
Patrick Bridges—Lolo
Richard Spencer—Malta
Terrance Nesbit—Malta
John Tamboer—Chinook
Jerry Sterrett—Havre
Marcus Clark—Bigfork
Beauford McCrea—Deer Lodge
Carl Thetford—Havre
Mike Kinholt—Havre
Keith Kinden—Helena
Charles Perry—Libby
Donald Oberlitner—Vendocia, Ohio
(ASES)
Frederick Broeder—Kalispell
Russell Huotari—Glendive

COMMERCIAL

James Dodge—Miles City
John Kreitinger—Three Forks
Jerome Webster—Great Falls (MEL)
Gerald Maykuth—Helena
Lewis Harris—Deer Lodge
Gary Hancock—Missoula
Michael Perrine—Columbia Falls
Everett Tynrel—Havre
Neal Brenna—Havre
Gerald Hagfeldt—Great Falls (MEL)
Harold Sorenson—Malta
William Zuidema—Conrad (MEL)

(Continued from Page 1)

observing and reporting the condition of landing areas. The reports should be submitted to the nearest FAA Flight Service Station by the most expeditious means. The Flight Service Stations will accept condition reports from airport management. They will also accept condition reports from airport employees, but only if the airport management has provided a list of personnel authorized to issue this information and the name of the person reporting is on the list.

Any verbal information you provide to the FSS will be copied verbatim. Conditions that exist at your airport which in any way affect the safe operation of aircraft should be reported.

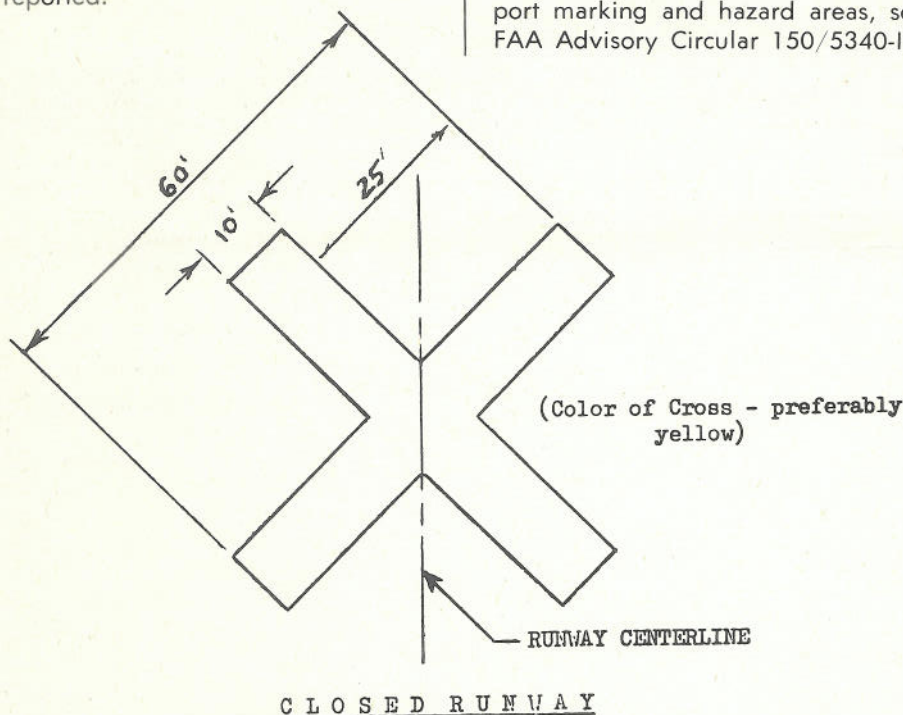
PLACING OF X ON A PERMANENTLY CLOSED RUNWAY

For Permanently Closed Runways

Obliterate all markings indicating usable runway or taxiway and disconnect the lighting circuits. Place crosses near the ends and at 1,000-foot intervals on each closed runway or taxiway.

Mark runways and taxiways which are temporarily closed with crosses of the same size and color as those used to mark permanently closed areas. Construct the crosses of any suitable material such as: fabric, plywood, or similar material. Secure the crosses in place. **To denote a temporarily closed runway, position the crosses above the runway numerals.**

For additional information on airport marking and hazard areas, see FAA Advisory Circular 150/5340-ID.



A Christmas Wish

Now is the time to count all your blessings. We wish you and your family the joys of this season.

INSTRUMENT

David Moss—Lima

Louis Link—Billings

FLIGHT INSTRUCTOR

Ruben Weibert—Hardin

John Lien—Bozeman

Gaylord Case—Billings

Kenneth Jackson—Butte

Irving Muir—Billings

Malcolm Soare—Billings

Jack Smallwood—Helena

John Kreintinger—Three Forks

GROUND INSTRUCTOR

William Schultze—Billings

(Advanced & Instrument)

Frederick Hasskamp—Three Forks

(Advanced)

AIRFRAME MECHANIC

Loren Kauffman—Kalispell

POWERPLANT MECHANIC

Robert Lovell—Missoula

PARACHUTE RIGGER—SENIOR

Wilbur Fultz—Fort Benton (Chest)

Glen Johnshoy—Missoula (Chest & Back)

Gary Elmore—Hamilton (Back & Chest)

BALLOON

Roger Zentzis—Whitefish

ROTORCRAFT

Lewis Harris—Deer Lodge

Letters to the Editor

Montana Aeronautics Commission

Helena, Montana

Gentlemen:

Enclosed find information on our City County Airport which is in the process of reorganization. We are looking for a combination F.B.O. and Airport manager to take over the airport. We have two hangars, office building, lighted paved runway and other improvements to offer prospective leasers. We would appreciate it if you would spread the word.

Yours truly,

/s/ Lloyd Heberle

Board Chairman

City-County Airport Board

Courthouse

Townsend, Mont. 59644

EMPLOYMENT OPPORTUNITIES

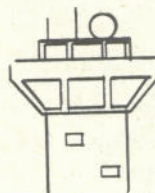
Cessna Aircraft Company is looking for people to be employed as FIELD TRAINING SPECIALISTS.

1. Applicants should hold a private pilot certificate (or higher).
2. Applicants must have airframe & powerplant background.
3. College degree desirable.
4. Specialist will make presentations (teach) groups in maintenance-related subjects.
5. Two of the eight specialists to be chosen must have french and german language capability and will be based in the Cessna Zone Office in Brussels, Belgium.

If you are interested or know of someone who is, you should contact the following person for additional information:

Mr. Frank Mitchell
Marketing Training Division
Cessna Aircraft Company
Wichita, Kansas 67201

Happy Holiday



TOWER

OPERATIONS

OCTOBER 1973

	Total Operations	Instrument Operations
Billings	8,547	2,246
Great Falls	6,572	1,662
Missoula	6,316	715
Helena	3,952	515

NOVEMBER 1973

	Total Operations	Instrument Operations
Billings	6,226	2,324
Great Falls	4,515	1,554
Missoula	3,515	743
Helena	3,710	614

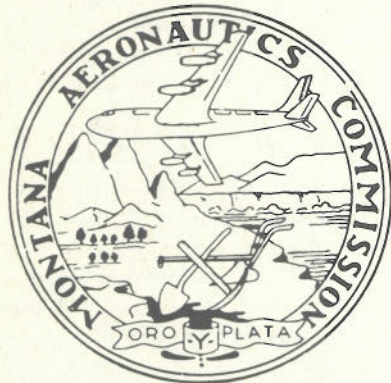
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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